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attained as to justify earthquake predictions. This view will probably be regarded as sanguine by the important number of seismologists who say that, as yet, not a particle of progress has been made in this direction, and who believe that predictions of some merit, but still large liability to error, would almost be worse for the people of earthquake countries than the calamities themselves.

LAUNCHING OF THE "ROOSEVELT."

The Peary Arctic Club's new ship was launched at Bucksport, Me., March 23, at 12.35 P.M.

Conditions of weather and tide were particularly favourable, and the event was characterized throughout by uniform smoothness.

When the binding timbers which held the ship on the ways were severed, Mrs. Peary smashed a bottle of champagne, imbedded in a block of ice, against the ship's stem, and christened her "Roosevelt."

The ship slid slowly and smoothly into the water, and moved gracefully across the narrow channel of the Penobscot, where she was taken in charge by a tug and towed to her pier.

Telegrams were immediately sent to President Roosevelt, and President Jesup, of the Club.

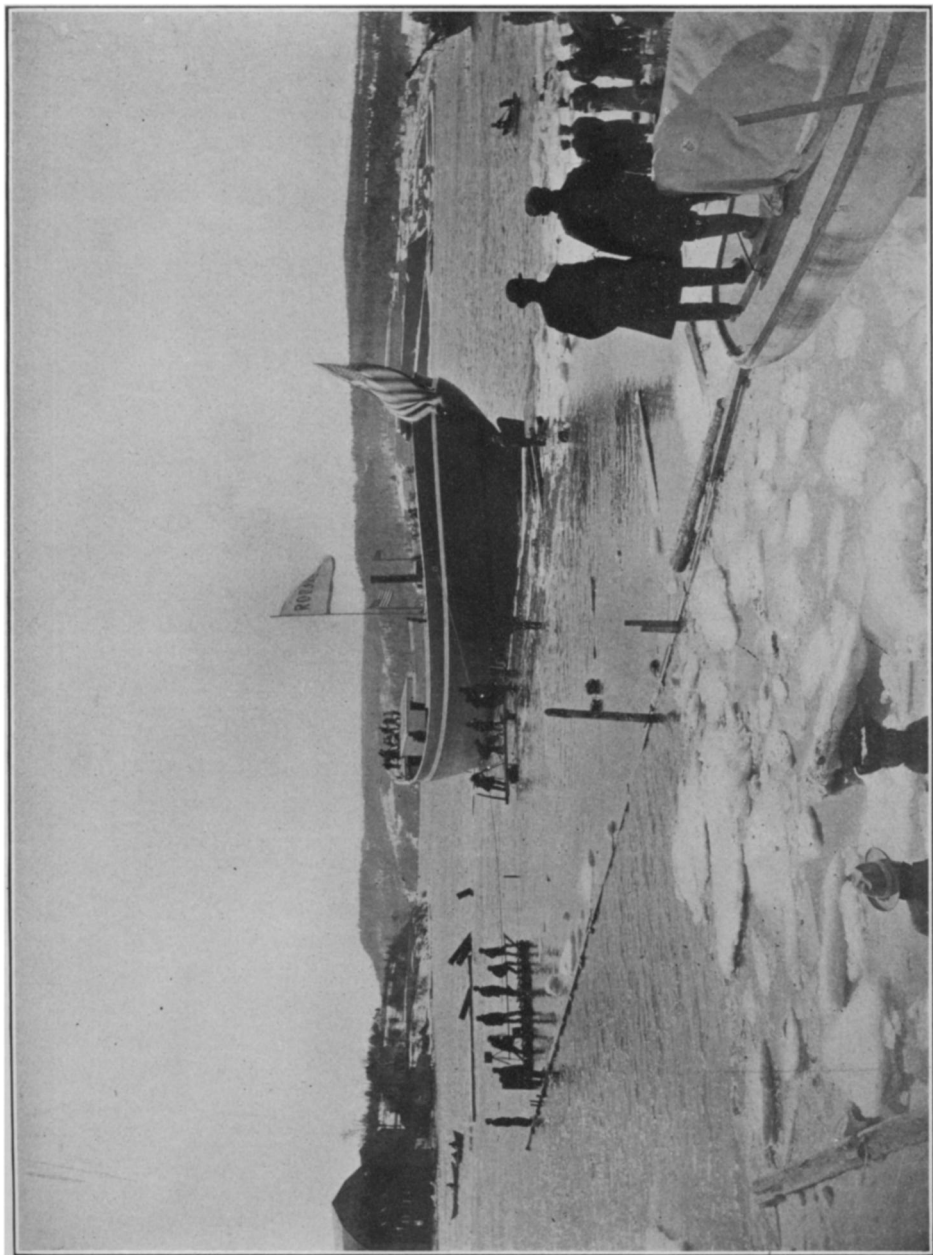
Some 5,000 visitors witnessed the launching, and greeted the vessel and her name with cheers.

The official measurements of the ship are: length, 182 feet; breadth, 35.5 feet; depth, 16.2 feet. Her mean draft will be 16 feet, and her full load displacement about 1,500 tons.

The preliminary plans and studies of the ship, embodying Peary's ideas, were prepared by Wm. E. Winant, Naval Architect in the Bureau of Construction and Repair of the Navy.

On these plans expert opinions were secured, and various modifications made. Finally the massive construction and essential special features of the ship were clothed by the builder, Capt. Chas. B. Dix, of the firm of McKay & Dix, in the graceful lines of our Maine-built coasting schooners.

Noticeable features of the "Roosevelt" are the pronounced rake of her stem, sharp wedge-form of the bows, a raking rudder-



THE "ROOSEVELT" AFLOAT, AT BUCKSPORT, MAINE, MARCH 23, 1905.

post, and generally rounded form of hull. At the same time the ship does not depart widely from recognized models, and, in addition to special fitness for her special work, it is hoped and believed that she will prove to be an able and seaworthy craft in the usual acceptance of the terms.

In the evening of the day of launching the "Roosevelt" started for Portland in tow of a tug, and the installation of the machinery began the following afternoon, at the works of the Portland Company. It is hoped that this installation will be completed and the ship go into commission in May.

During the thirteen-hour voyage, a portion of which was quite rough, with strong wind, the ship gave gratifying indications of easy propulsion, stability, and ready attention to the helm.

The "Roosevelt" is not the Peary ship, but the ship of the Peary Arctic Club—that organization of generous, public-spirited men who have contributed to her construction.

And while several members of the Club have contributed most generously, the fact that she is afloat and an actuality to-day is due entirely to the broad faith and courage of the President of the Club, Morris K. Jesup, who last summer, when the funds of the Club were insufficient to pay for the ship, personally assumed the responsibility, signed the contract, and guaranteed the payments.

Spurred by his splendid example, others have come forward, and the funds for the completion and equipment of the ship are assured. But funds for the current expenses of the expedition (some \$30,000) have yet to be raised.